



# Land West of Pagham Road, Pagham

## Travel Plan

Client: Pagham Homes

i-Transport Ref: TW/NL/ITB210780-001a

Date: 04 February 2026

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**i-Transport LLP**

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## Contents

|           |                                              |    |
|-----------|----------------------------------------------|----|
| SECTION 1 | Introduction                                 | 1  |
| SECTION 2 | Policy Context                               | 2  |
| SECTION 3 | Development Proposals                        | 5  |
| SECTION 4 | Existing Conditions                          | 11 |
| SECTION 5 | Principles, Benefits, Objectives and Targets | 18 |
| SECTION 6 | Travel Plan Co-ordinator                     | 22 |
| SECTION 7 | Measures                                     | 23 |
| SECTION 8 | Monitoring and Review                        | 26 |
| SECTION 9 | Action Plan                                  | 28 |

## Figures

Figure 1                      Local Amenities Plan

## Appendices

- Appendix A    Approved Site Plan
- Appendix B    Approved Access Junctions
- Appendix C    Example 'Travel Plan Pack'
- Appendix D    Example 'Questionnaire'

## Quality Management

| Report No.     | Comments      | Date       | Author | Authorised |
|----------------|---------------|------------|--------|------------|
| ITB210780-001  | Working Draft | 15/12/2025 | NL     | TW         |
| ITB210780-001a | Client Draft  | 29/01/2026 | NL     | TW         |

## SECTION 1 Introduction

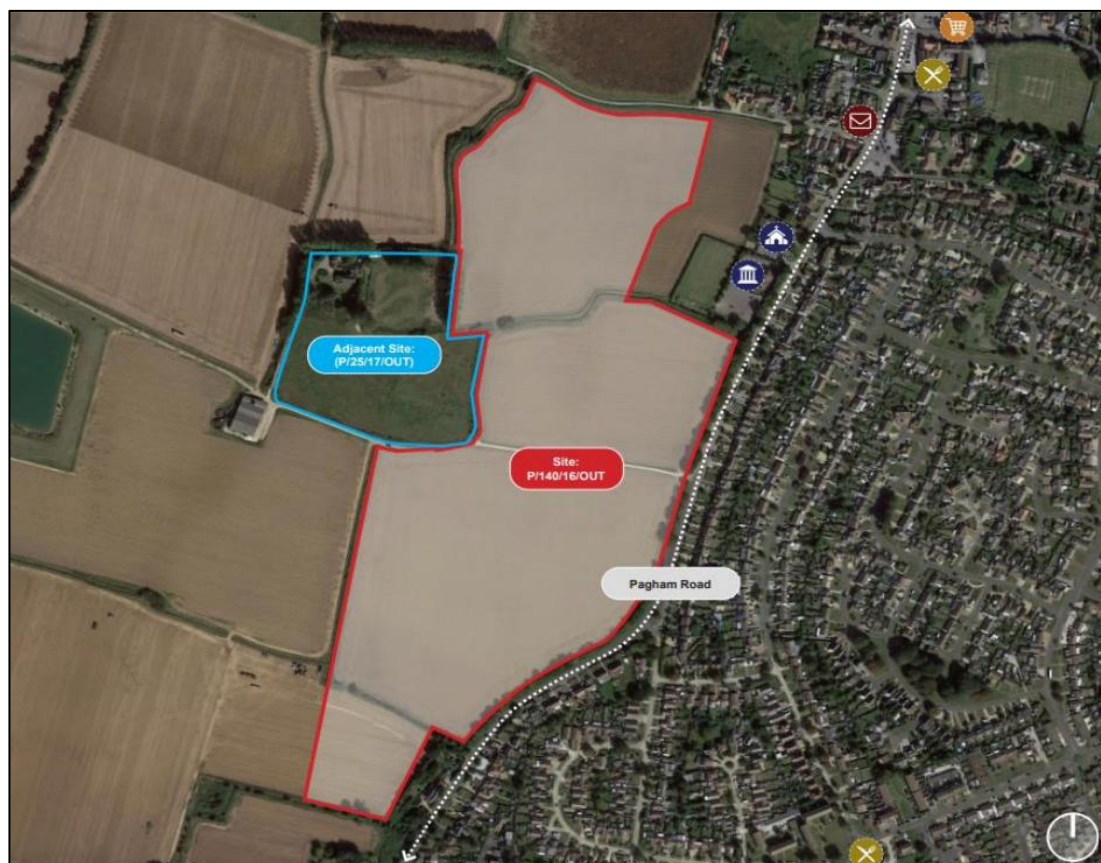
### 1.1 Overview

- 1.1.1 This Travel Plan (TP) has been prepared on behalf of Pagham Homes in relation to the proposed 375 dwellings scheme in Pagham village, West Sussex.

### 1.2 Site Location and Use

- 1.2.1 The Site is located to the south of Summer Lane and to the west of Pagham Road.
- 1.2.2 The Site is currently a field in arable agricultural use and is bound by open fields to the west and south and residential settlement area to the east. A newly developed residential scheme is located to the north, beyond Summer Lane. A public Footpath bisects the site east to west.
- 1.2.3 The site location is shown in **Image 1.1**.

**Image 1.1: Site Location Plan**



Source: Design Code (HGP Architects)

- 1.2.4 Arun District Council (ADC) is the local planning authority for the site and West Sussex County Council (WSCC) is the local highway authority responsible for the local transport network.

### Planning Permission

- 1.2.5 Outline planning permission (P/140/16/OUT) was granted subject to conditions and a planning obligation in November 2018 for the following:

***“Outline application for access only - a mixed use development comprising of up to 400 dwellings, a car home with up to 70 beds, a Local Centre comprising up to 2000sqm of A1/A2/A3/D1/sui generis floor-space, provision of land for a 1FE primary school (with sufficient space to ensure that it is expandable to 2FE), provision of land for a scout hut, safeguarding of land to help link the site to the Pagham Harbour Cycle Route & other community uses including public open & allotments with some matters reserved.”***

- 1.2.6 **Condition 26** requires a Travel Plan to be submitted and approved prior to the occupation of the scheme. An initial draft Travel Plan was submitted as part of the planning application. A Full Travel Plan will be submitted separately to this Reserved Matters submission.
- 1.2.7 Reserved Matters have been approved for the scheme layout, under reference P/153/21/RES and the approved site plan is provided at Appendix A.

### **1.3 Aims and Purpose of this Travel Plan**

- 1.3.1 In compliance with the National Planning Policy Framework (NPPF) (December 2024) and Condition 26, this Travel Plan (TP) accompanies the scheme and has been prepared in accordance with the relevant sections of the National Planning Practice Guidance (NPPG). This TP has also been prepared and is written in accordance with the West Sussex County Council (WSCC) guidance document for the preparation of Travel Plans.

### Travel Plan Purpose and Key Benefits

- 1.3.2 The primary purpose of the TP is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport to reduce the demand for travel by less sustainable modes and set out a means of delivering these initiatives.
- 1.3.3 This TP's purpose is to provide a range of benefits to the developer, future residents, site visitors, and local authorities, including but not limited to:
- Creating a sense of belonging
  - Reducing car parking pressures
  - Reduced air pollution
  - Reduced traffic congestion
  - Reduced transport costs

## 1.4 Structure

### 1.4.1 The remainder of this TP is structured as follows:

- **Section 2** sets out the policy and guidance that is relevant to the context of the proposed development.
- **Section 3** describes the development proposal including the proposed access and parking arrangements;
- **Section 4** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 5** establishes the principles, Benefits, Objectives and Targets of the TP;
- **Section 6** sets out the role and responsibilities of the Travel Plan Co-ordinator;
- **Section 7** sets out the measures of the Travel Plan;
- **Section 8** describes out the TP will be managed and monitored to ensure that it is achieving the targets set out in Section 5; and
- **Section 9** outlines the TP Action Plan.

## SECTION 2 Policy Context

### 2.1 Introduction

- 2.1.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) both require a Travel Plan to be submitted alongside proposals for developments likely to result in significant travel demand. A summary of the national and local planning policy that is relevant to this TP is provided within this section.

### 2.2 National Policy

#### National Planning Policy Framework (NPPF) (December 2024)

- 2.2.1 The NPPF identifies at paragraph 109 that:

*“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

*a) making transport considerations an important part of early engagement with local communities;*

*b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*

*c) understanding and addressing the potential impacts of development on transport networks;*

*d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

*e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

*f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains”.*

- 2.2.2 The NPPF also sets the policy background for the development of Travel Plans. Paragraph 118 of the NPPF states that *“All developments which generate significant amounts of movement should be required to provide a Travel Plan”*. The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

#### National Planning Policy Guidance (NPPG)

- 2.2.3 The web-based NPPG seeks to bring together planning guidance for England across all disciplines to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.4 This TP complies with the PPG in terms of the requirements for Travel Plans, in particular the following key principles:

***“Travel Plans, Transport Assessments and Statements should be:***

***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***

***Established at the earliest practicable stage of a development proposal;***

***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***

***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”***

## 2.3 Local Policy

### West Sussex Transport Plan (2022-2036)

2.3.1 The WSLTP is the WSCC’s main policy on transport and supports delivery of its priorities. The WSTP sets out how WSCC intends to address key challenges by improving, maintaining and managing the transport network. The transport strategy for the Chichester area is to:

- ***Improve the performance of the A27;***
- ***Upgrade the A259 between Chichester and Bognor Regis including infrastructure for active travel and shared transport modes;***
- ***Facilitate the introduction of on-street electric vehicle charging***
- ***Infrastructure, initially in Chichester City followed by other areas;***
- ***Improve active travel facilities within existing communities and between towns such as Chichester, Selsey, Bognor Regis and the Bourne area, particularly on priority routes and corridors where strategic development is planned;***
- ***Increase space for active travel in the A286 Chichester ring road and A285 Westhampnett Road corridors;***
- ***Deliver Air Quality Action Plans in Chichester;***
- ***Use traffic signal technology to give priority to shared transport where services operate frequently but space is limited;***
- ***Support the introduction of a Dynamic Demand Responsive Transport service initially connecting rural communities west of Chichester with the City, linking various planned strategic developments in Chichester and Arun districts;***
- ***Use on-street parking and traffic management techniques to manage demand in Chichester City;***
- ***Tackle inappropriate speed and use of unsuitable rural routes using behavioural initiatives;***
- ***Work with strategic partners to deliver faster rail services between Chichester, Worthing Brighton and the Solent cities in the long term.***

### **West Sussex County Council Development Travel Plan Policy**

2.3.2 WSCC has Travel Plan Guidance it is used to inform the use of travel planning measures for new developments to achieve a shift away from private car use. This TP has been drafted in accordance with this document.

## **2.4 Summary**

2.4.1 The TP considers the proposed development about the above policy and guidance, as well as CIHT's 'Guidelines Planning for Walking (2015) and DfT's Manual for Streets (2007).

2.4.2 Throughout this TP, sustainable transport opportunities have been identified and will be promoted, monitored, and funded by the developer.

## SECTION 3 Development Proposals

- 3.1.1 The development will provide a mix of 1, 2, 3 and 4-bedroom properties, totalling 375 dwellings, which is within the boundaries of the Outline consent, which permits up to 400 dwellings. The remaining residential development (25 units) will be provided as part of the local centre scheme.

**Image 3.1: Extract of Initial Concept Masterplan**



3.1.2 The scheme is provided in **Image 3.1** and **Appendix A** and proposes 45 apartments and 330 houses, with a mix of detached, semi-detached and terraced properties, and apartments.

**Table 3.1: Schedule of Accommodation**

| Dwelling Type | Number of Units |
|---------------|-----------------|
| 1-Bed Flats   | 35              |
| 2-Bed Flats   | 11              |
| 2-Bed Houses  | 103             |
| 3-Bed Houses  | 120             |
| 4-Bed Houses  | 106             |
| <b>Total</b>  | <b>375</b>      |

## 3.2 Site Access Strategy

### Vehicle Access

3.2.1 Vehicular access to the existing highway network will be from two locations on Pagham Road, each provided though the creation of new ghost island priority junctions:

- The Northern access will serve a total of 181 dwellings as well as the school land, the local centre, care home and provides access to the development at Church Barton.
- The Southern Access will serve the remaining 194 dwellings proposed.

3.2.2 These junctions are illustrated in Drawing No. **1616-01 Rev L** and Drawing No. **1616-02 Rev K** produced by Highgate Transportation, contained at **Appendix B**. Extracts of these are presented in **Image 3.2** and **Image 3.3** below.

**Image 3.2: Proposed Southern Site Access (Drawing No. 1616-02 Rev K)**

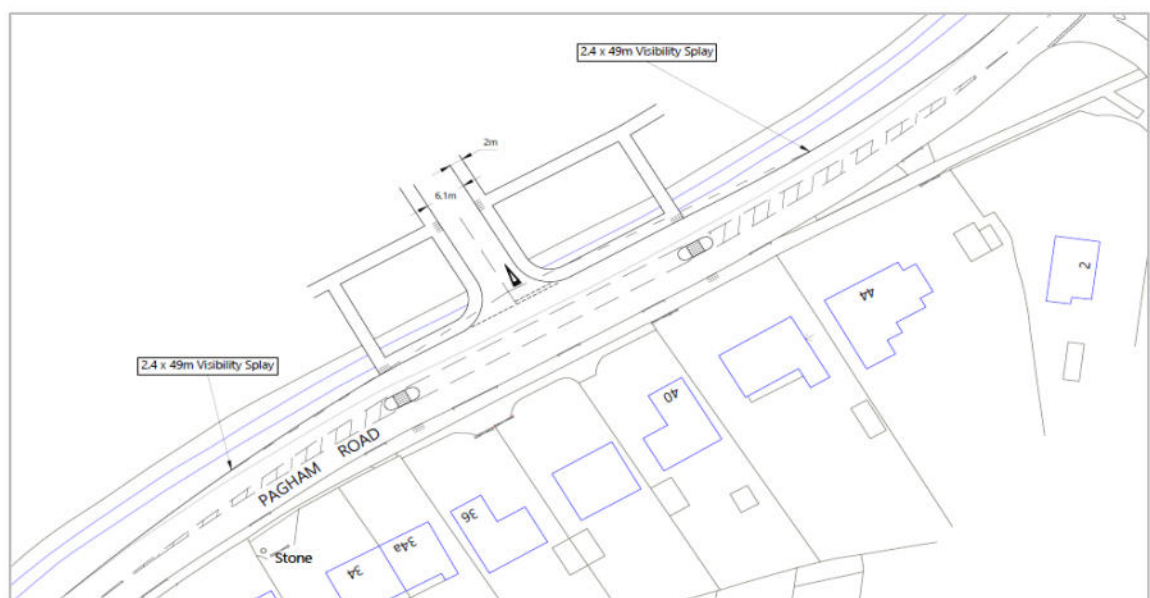
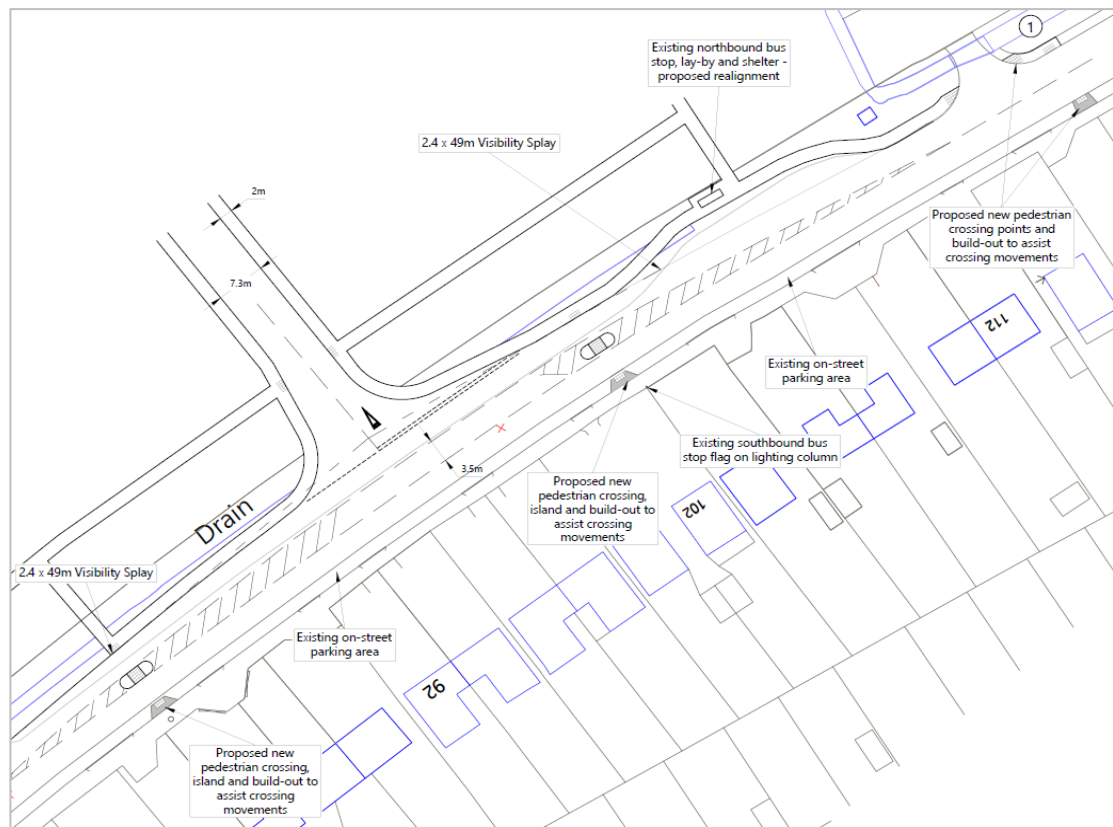


**Image 3.3: Proposed Northern Site Access (Drawing No. 1616-01 Rev L)**



### Pedestrian / Cycle Access Strategy

**3.2.3** Pedestrian and cycle access is provided at both vehicular accesses to Pagham Road, with connecting footways provided to Pagham Road on each side of the accesses.

**3.2.4** Separate pedestrian and cycle access is provided:

- To the southern parcel at the Public Footpath 101 (due for improvement) to the north and west of the development area, and to Pagham Road to the east; and
- To the northern parcel to Summer Lane, where the designated strategic cycle route through the scheme.

**3.2.5** The proposals also include new uncontrolled pedestrian crossings across Pagham Road with dropped kerbs, tactile paving and pedestrian refuge islands in the vicinity of the vehicular access points. Additional pedestrian and cycle connections to the proposed development are also proposed along Pagham Road to link to existing bus stops as well as the Public Rights of Way.

**3.2.6** **Image 3.4** presents the proposed pedestrian and cycle connections.

**Image 3.4 - External Pedestrian and Cycle Connections**



### 3.3 Car and Cycle Parking

3.4.1 Car and cycle parking is to be provided in line with the adopted ADC parking standards.

#### Car Parking Provision

3.4.2 Car parking is to be provided in a combination of garages (counted as 0.5 spaces), private driveways and street-side parking bays.

3.4.3 A total of 1,006 allocated car parking spaces is proposed across the site. As garages are only counted as half a space, this equates to a total of 943 allocated spaces, which fully conforms to the adopted standards (requiring 856 spaces), providing on average 2.5 car parking spaces per dwelling across the scheme.

3.4.4 All 1, 2 and 3 bed dwellings are provided with two car parking spaces in the form of driveway spaces or allocated car parking spaces adjacent to the street, in line with policy requirements.

3.4.5 All four-bedroom dwellings provide at least three allocated parking spaces, with many benefiting from a garage. There is an overall overprovision of 87 car parking spaces for the 4-bedroom dwellings, which mostly relates to the provision of garages for these dwellings.

3.4.6 In addition, a total of 76 visitor parking spaces is proposed against the policy requirement of 75 spaces (36 spaces in the northern parcel and 40 in the southern parcel).

**Table 3.2: Car Parking Schedule**

| Dwelling Type    | ADC Parking Standard | Dwellings  | ADC Parking Requirement | Number of Parking Spaces * |
|------------------|----------------------|------------|-------------------------|----------------------------|
| 1 Bed Flat       | 2                    | 35         | 70                      | 70                         |
| 2 Bed Flat       | 2                    | 11         | 22                      | 22                         |
| 2 Bed House      | 2                    | 103        | 206                     | 206                        |
| 3 Bed House      | 2                    | 120        | 240                     | 240                        |
| 4+ Bed House     | 3                    | 106        | 318                     | 404.5                      |
| <i>Sub-total</i> | -                    | 375        | 856                     | 942.5                      |
| Visitor Parking  | 0.2                  | -          | 75                      | 76                         |
| <b>Total</b>     | -                    | <b>375</b> | <b>931</b>              | <b>1,018.5</b>             |

\*Garages are counted as 0.5 spaces in line with ADC Parking Standards

#### Electric Vehicle Charging

3.4.7 In line with ADC parking standards, all dwellings with a driveway and garage will be provided with active electric vehicle charging points. Moreover, in line with standards, 20% of all remaining properties will also be provided with active electric vehicle charging points.

### Cycle Parking

- 3.4.8 Cycle parking spaces are proposed across the site in accordance with ADC standards, which are summarised in **Table 3.3**.

**Table 3.3: Summary of WSCC Residential Cycle Parking Standards**

| Dwelling Type | Dwelling Size   | Cycle Provision (per unit)                                        |
|---------------|-----------------|-------------------------------------------------------------------|
| Houses        | 1 and 2 Bedroom | 1 space                                                           |
| Houses        | 3+ Bedroom      | 2 spaces                                                          |
| Flats         | 1 and 2 Bedroom | 1 space (if communal storage otherwise same as 1 and 2 bed house) |
| Flats         | 3+ Bedroom      | 1 space                                                           |

Source: Table 2.3 of ADC's 'Parking Standards Supplementary Parking Document'

- 3.4.9 Cycle parking is provided within garages where present for the larger houses (which meet the minimum internal dimensions of 6m x 3m), or garden sheds where not provided. Where garden sheds are present, separate garden access is provided for each dwelling.
- 3.4.10 For the proposed apartment blocks, communal bike stores are provided for residents.

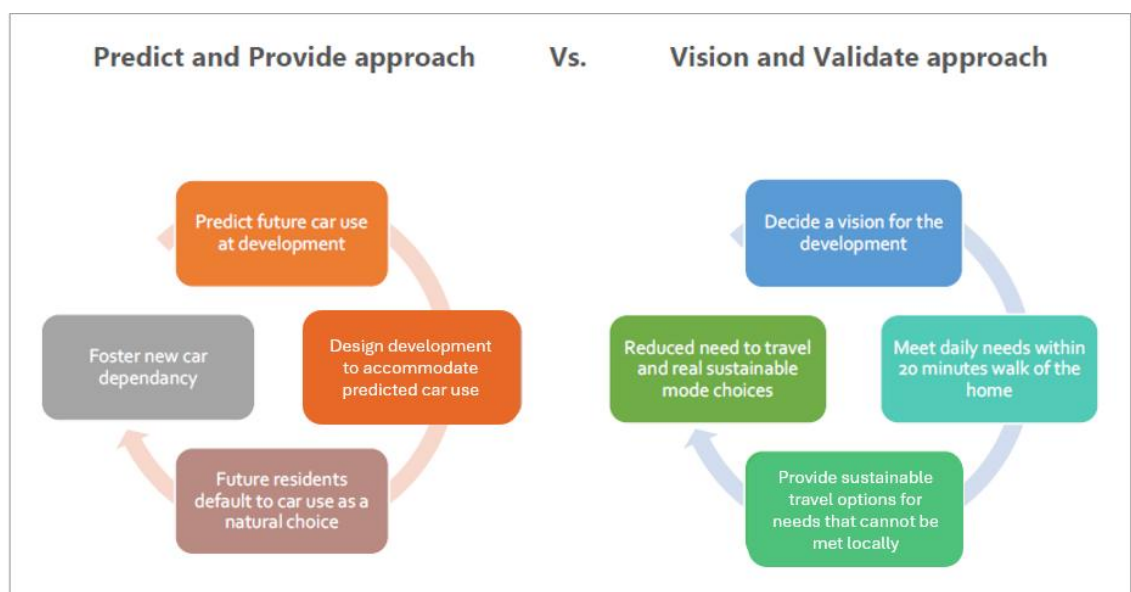
## SECTION 4 Existing Conditions

4.1.1 This section of the TP describes the existing accessibility of the site by walking, cycling and public transport as well as describing the vision that has led to the scheme development.

### 4.2 The Vision

4.2.1 The scheme follows a 'vision and validate' approach, whereby we plan and design for the place we want to create rather than following an outdated 'predict and provide' approach.

**Image 4.1: Vision Led Approach**



4.2.2 This approach establishes and plans around a sustainable transport network at the outset, which makes connections to key local services and facilities (as well as surrounding communities) comfortable and easy, making sustainable travel the first choice for many movements.

4.2.3 The proposed development has been designed to reduce the need for single occupancy car travel through integrating land use planning (providing key everyday facilities on site at the neighbourhood centre) and maximising opportunities for walking, wheeling, cycling, public transport and shared travel to the wider area.

4.2.4 The proposed development is being designed in accordance with local and national policies, as well as prevailing transport and development guidelines. Consequently, the principles set out in the Active Travel England Standing Advice Note, Manual for Streets 1&2, the National Design Guide on Movement, Inclusive Mobility and LTN1/20 have been embedded into the development to ensure priority is given to pedestrians and cyclists, and access to public transport.

- 4.2.5 Beyond delivering the mixture of everyday uses within the development, a wide range of infrastructure measures are promoted, including: broadband infrastructure to reduce the need to travel, safe and secure cycle parking, electric vehicle charging points and walking and cycling connections along key desire lines. Non-infrastructure measures which promote and incentivise the use of sustainable transport modes will also be implemented.

### 4.3 Active Travel Accessibility

- 4.3.1 There is a comprehensive on-street walking network available in the vicinity of the site, including a street-lit footway on the eastern side of Pagham Road circa 2.75m in width. Summer Lane has a footway on the northern side of the carriageway circa 1.6m wide. Dropped kerbs and tactile paving is available at the junction between Pagham Road and Summer Lane.
- 4.3.2 There is a comprehensive on-street walking network available in the vicinity of the site, including footpath PAG-112, footpath PAG-100, and footpath PAG-101, as demonstrated at Image 4.1.

**Image 4.1: Local Public Rights of Way**



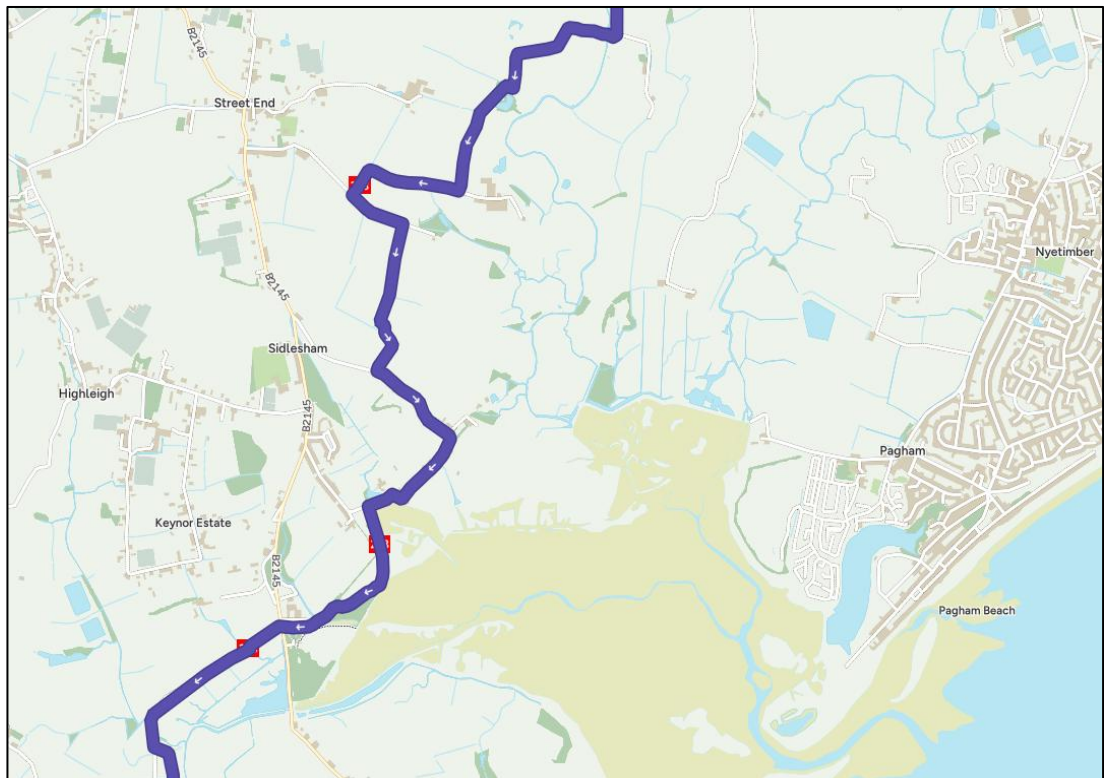
Source: West Sussex County Council PROW

- 4.3.3 Footpath PAG-101 runs through the site from Pagham Road on the eastern site boundary to Pagham Harbour. The footpath meets with footway PAG-109 and PAG-104. Footpath PAG-112 runs along Sea Way from Pagham Road to Sea Lane. This footpath is street lit and provides access to the facilities on The Parade. Footpath Pag-100 runs along the north of the boundary on Summer Lane. The footpath runs from Pagham Road and ends short of Honer Lane.

4.3.4 Pagham Road has a speed limit of 30mph and therefore suitable for cycling on the carriageway.

4.3.5 The Pagham Harbour cycle route links Pagham Harbour with Chichester via North Mundham. The cycle route is located circa 1.2km from Pagham. The Pagham Harbour Cycle route plan is shown in Image 4.2.

**Image 4.2: Pagham Harbour Cycle Route**



Source: WalkWheelCycleTrust

## 4.4 Local Highway Network

### Pagham Road

4.4.1 Pagham Road is located along the eastern site frontage and provides a route north out of Pagham. Pagham Road has a 30mph speed limit through residential areas, at the junction with Hook Hill the speed limit increases to 60mph.

## 4.5 Public Transport

### Bus Services

- 4.5.1 The site benefits from a good level of access to bus services. There are eastbound and westbound bus stops located on Pagham Road. These bus stops are served by route number 600, operated by Stagecoach. The bus route offers a frequent service between Chichester and Bognor Regis. The service operates Monday to Saturday from 06:24 to 23:35 at circa 20-minute intervals, and 07:39 to 21:35 at circa 30-minute intervals on Sundays. **Image 4.3** below shows the 600 bus routes along Pagham Road and additional bus routes in Bognor Regis.

**Image 4.3: Bus Routes Map**



Source: Stagecoach

### Bognor Regis Railway Station

- 4.5.2 National Rail services are available from Bognor Regis Railway station which is located to the east of the site, circa a 30-minute bus journey or a 22-minute cycle. The railway station has 184 cycle storage spaces and 95 car parking spaces available; **Table 4.1** outlines the available services from this station.

**Table 4.1: Rail Service Frequency**

| Destination      | Service Frequency |              | Journey Time |
|------------------|-------------------|--------------|--------------|
|                  | Morning Peak      | Evening Peak |              |
| Barnham          | 4                 | 4            | 7 minutes    |
| London Victoria  | 2                 | 2            | 109 minutes  |
| Gatwick Airport  | 2                 | 2            | 73 minutes   |
| Clapham Junction | 2                 | 2            | 101 minutes  |
| East Croydon     | 2                 | 2            | 92 minutes   |

Source: National Rail (accessed December 2025)

### Chichester Railway Station

- 4.5.3 Alternatively, rail services are available from Chichester Railway station which is located to the north of the site, circa a 24 minute bus journey or a 31 minute cycle. The railway station has 180 cycle storage spaces and 202 car parking spaces available, **Table 4.2** outlines the available services from this station.

**Table 4.2: Rail Service Frequency**

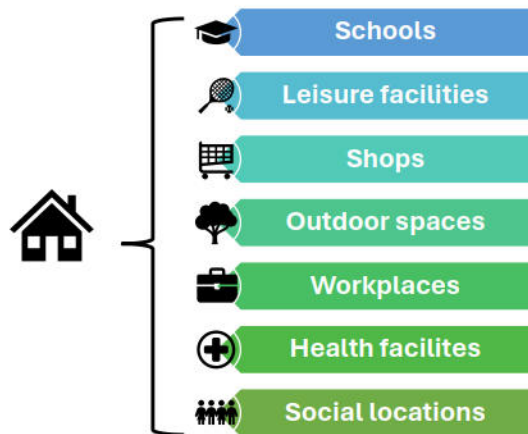
| Destination             | Service Frequency |              | Journey Time |
|-------------------------|-------------------|--------------|--------------|
|                         | Morning Peak      | Evening Peak |              |
| Littlehampton           | 2                 | 1            | 19 minutes   |
| Portsmouth and Southsea | 3                 | 3            | 24 minutes   |
| Portsmouth Harbour      | 2                 | 2            | 33 minutes   |
| Southampton Central     | 2                 | 2            | 56 minutes   |
| Brighton                | 4                 | 4            | 51 minutes   |
| London Victoria         | 2                 | 2            | 96 minutes   |

Source: National Rail (accessed December 2025)

- 4.5.4 Rail Services are operated predominantly by Southern and provide services to Portsmouth, Southampton, Brighton and London Victoria, providing sub-regional and national travel options.

## 4.6 Reducing the Need to Travel

- 4.6.1 One of the best ways to ensure a complete, compact and connected development is to embrace the idea of a 20-minute neighbourhood. This involves the concept that residents should be able to meet the majority of their day-to day needs with a 20-minute walk or cycle from their home.
- 4.6.2 Local facilities required to meet the daily needs of residents can be divided into seven broad categories, as follows:



- 4.6.3 There is a range of local facilities and services that future residents will have access to via sustainable modes, all within short walking / cycling distances of the site. Appropriate facilities within the vicinity of the site are summarised in **Table 4.3** and **Figure 4.1**.

**Figure 4.1: Local Amenities Plan**

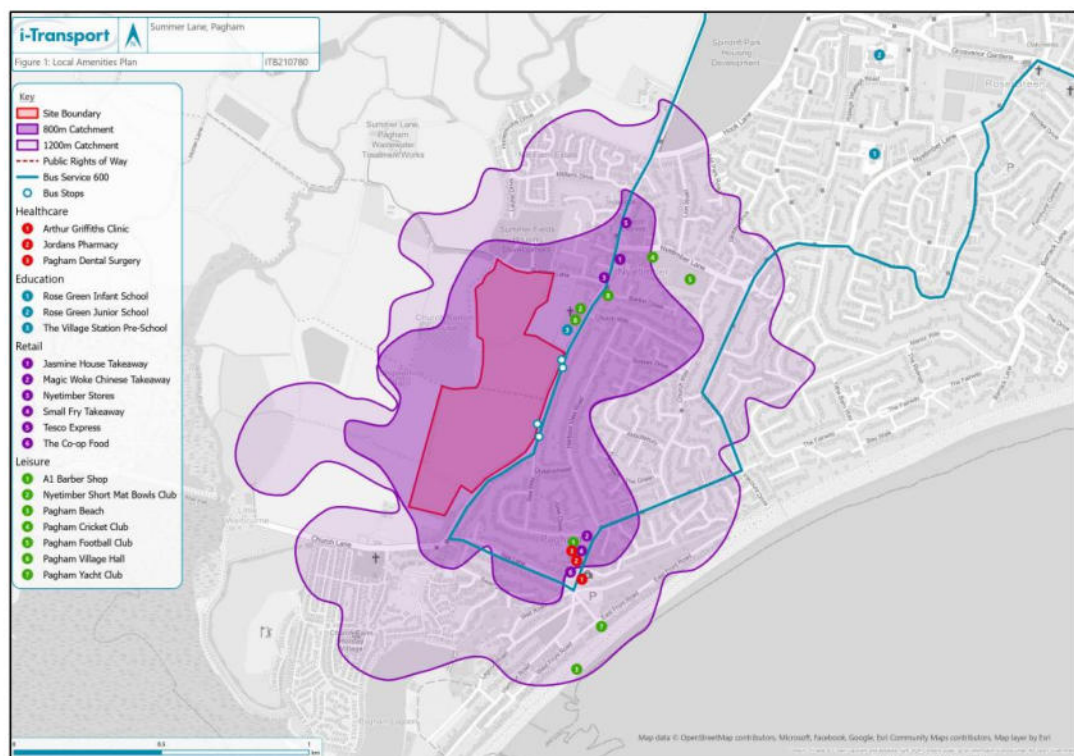


**Table 4.3: Summary of Local Facilities**

| Destination                    | Approx. Distance from Site | Walking Time | Cycling Time |
|--------------------------------|----------------------------|--------------|--------------|
| <b>Retail</b>                  |                            |              |              |
| Nyetimber Stores               | 480                        | 6            | 2            |
| Jasmine House Takeaway         | 550                        | 7            | 2            |
| Tesco Express                  | 670                        | 8            | 3            |
| Small Fry Takeaway             | 970                        | 12           | 4            |
| Magic Woke Chinese Takeaway    | 880                        | 10           | 3            |
| The Co-op Food                 | 1,000                      | 12           | 4            |
| <b>Leisure</b>                 |                            |              |              |
| Nyetimber Short Mat Bowls Club | 290                        | 3            | 1            |
| Pagham Village Hall            | 260                        | 3            | 1            |
| The Lamb Inn Pub               | 410                        | 5            | 2            |
| Pagham Cricket Club            | 730                        | 9            | 3            |
| Pagham Football Club           | 860                        | 10           | 3            |
| A1 Barber Shop                 | 920                        | 11           | 3            |
| Pagham Beach                   | 1,100                      | 13           | 4            |
| Pagham Yacht Club              | 1,100                      | 13           | 4            |
| <b>Health</b>                  |                            |              |              |
| Pagham Dental Surgery          | 800                        | 10           | 3            |
| Jordans Pharmacy               | 800                        | 10           | 3            |
| Arthur Griffiths Clinic        | 930                        | 11           | 3            |
| <b>Education</b>               |                            |              |              |
| The Village Station Pre-School | 260                        | 3            | 1            |
| Rose Green Infant School       | 1800                       | 21           | 7            |
| Rose Green Junior School       | 1800                       | 21           | 7            |

Source: Consultant's Estimates

**Key:**

|                                                                                     |                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------|
|  | Within a c.5-minute walk (400m)                       |
|  | Within a c.10-minute walk (800m)                      |
|  | Within a c.15-minute walk / c.5-minute cycle (1,200m) |

- 4.6.4 The site is well located to a range of everyday local facilities, which are within easy and reasonable walking and cycling distances. Most facilities are within 1,200m (c.15-minute walk / c.5-minute cycle journey).

---

## SECTION 5 Principles, Benefits, Objectives and Targets

5.1.1 The overarching objective of the Travel Plan is to influence behaviour change towards sustainable modes of travel. In this context, the primary purpose of this Travel Plan is to put forward a framework to ensure measures are provided to promote walking, cycling, public transport shared car use as alternatives to single occupancy car travel.

### 5.2 Principles and Objectives

5.2.1 This Travel Plan has been prepared having regard to West Sussex County Council's (WSCC) Travel Plan Guidance document. This report aims to promote sustainable lifestyles amongst residents and visitors, through reducing the need to travel by private car and, in particular; reducing single occupancy car journeys; providing non-car mode travel for local journeys; and influencing modal shift. This is in line with national and local government guidance.

5.2.2 This TP has the following objectives:

- To reduce the impact and frequency of single occupancy car travel;
- To support a range of sustainable transport alternatives to provide the future residents and visitors with options for travel to / from the Site;
- To develop an awareness sustainable travel options to and from the Site and local area;
- To promote car sharing, walking, cycling and public transport as safe, efficient, and affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes.

### 5.3 Benefits

5.3.1 The development of the Travel Plan will benefit future residents and visitors as well as the existing local community and surrounding environment.

#### Benefits to Residents

5.3.2 The potential benefits to residents include:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- Social aspects of sharing transport with others; and
- A better environment within the Site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

---

### **Benefits to Local Community and Environment**

5.3.3 The sustainable transport strategy and the infrastructure proposed will benefit the existing local community. The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:

- Improved connectivity in the local area, creating a more permeable and cohesive community and providing for safe and direct travel;
- Improved sustainable transport infrastructure for the benefit of all residents; and
- A reduced impact of the development on the local environment in terms of reduced congestion, noise and pollution created by vehicle trips to and from the Site.

5.3.4 Overall, it is anticipated that the Travel Plan, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents / visitors at the Site and the wider community in Pagham.

## **5.4 Targets**

5.4.1 A key aim of the Travel Plan is to reduce single occupancy car use for travel to/from the Site. Targets are the measurable goals which the progress of the Travel Plan can be assessed against the objectives.

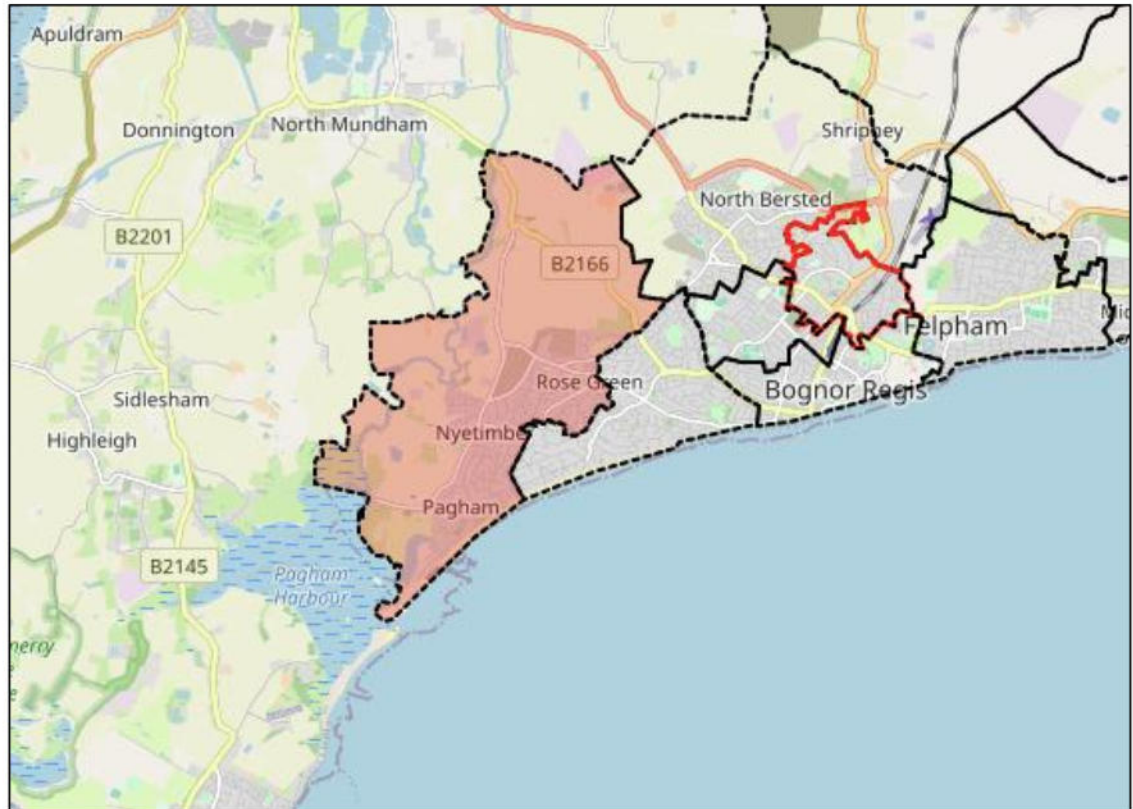
5.4.2 For the Proposed Development, the following headline target has been set:

***“To reduce the number of vehicle trips to and from the site by 10 percentage points from the baseline position by year five.”***

5.4.3 The target will be subject to review following the completion of the baseline residential Travel Surveys. Final targets, setting a year-on-year improvement, will be produced in consultation with WSCC after the first monitoring period.

5.4.4 The baseline modal split has been derived from the 2011 Census Journey to Work (JtW) data for the Arun 019 MSOA place of work, which cover the site location (see Image 5.1). The 2011 dataset pre-dates the Covid-19 pandemic which altered travel habits and affected the data collected in the 2021 Census.

**Image 5.1: Arun 019 MSOA**



Source: Nomis

- 5.4.5 The baseline modal split for the site, derived from workplaces in Arun 019 MSOA, is summarised in Tabel 5.1.

**Table 5.1: Baseline Modal Split**

| Mode of Travel | Count       | Modal Split |
|----------------|-------------|-------------|
| Car Driver     | 2,192       | 76%         |
| Car Passenger  | 198         | 7%          |
| Bus            | 140         | 5%          |
| Walk           | 138         | 5%          |
| Cycle          | 112         | 4%          |
| Train          | 52          | 2%          |
| Motorcycle     | 50          | 2%          |
| Taxi           | 6           | 0%          |
| Light Rail     | 5           | 0%          |
| <b>Total</b>   | <b>2899</b> | <b>100%</b> |

Source: Nomis

Note: Totals may not sum due to rounding.

### Modal Shift

- 5.4.6 In order to provide a breakdown of how the 15% reduction will aim to be achieved, interim targets for each mode have been established using Journey to Work data contained within the 2011 Census for the Arun 019 MSOA employment area as an indicative baseline for the likely mode split of employee travel to / from the development. This is set out in Table 5.2.

**Table 5.2: Multi-Modal Travel – Interim Targets**

| Mode of Travel | Baseline | Year 3 | Year 5 |
|----------------|----------|--------|--------|
| Car Driver     | 76%      | 70%    | 66%    |
| Car Passenger  | 6%       | 6%     | 6%     |
| Bus            | 5%       | 6%     | 6%     |
| Walk           | 5%       | 8%     | 10%    |
| Cycle          | 4%       | 6%     | 7%     |
| Train          | 2%       | 2%     | 3%     |
| Motorcycle     | 2%       | 2%     | 2%     |
| Total          | 100%     | 100%   | 100%   |

Source: Nomis

Note: Totals may not sum due to rounding.

---

## SECTION 6      Travel Plan Co-ordinator

- 6.1.1 The developer will appoint a company or individual to be the Site Wide Travel Plan Co-ordinator (TPC) who will assume overall responsibility for the Travel Plan. The TPC will be appointed prior to occupation of any dwellings on the Site and upon appointment, the TPC's contact details will be provided to WSCC. The TPC will be funded for a five-year period by the developer following appointment.
- 6.1.2 The TPC will provide continuity and a common point of interest for residents the Site.
- 6.1.3 The role of the Travel Plan Co-ordinator will be as follows:
- To manage the day-to-day delivery of the measures contained in the Travel Plan;
  - To (wherever possible) co-ordinate with the other developments nearby to ensure that there is sharing of information between each site or bicycle user group;
  - To market the Travel Plan to encourage interest and involvement of residents;
  - To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
  - To negotiate discounts with local cycle shops for residents at the earliest opportunity, i.e. from appointment;
  - To negotiate any bus fare discounts for new residents of the site at the earliest opportunity in particular for the 600 bus service.
  - To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks; and
  - To provide monitoring and feedback to residents and to liaise with the local authority as necessary.
- 6.1.4 The Travel Plan Co-ordinator's contact details will be provided (at latest) one to three months before the first occupation of the new development to commence development of the initial Travel Plan measures in time for the first occupations.

## SECTION 7 Measures

### 7.1 Overview

7.2 This section details the infrastructure measures, and the non-infrastructure or 'soft' measures that will be implemented and promoted to residents of the proposed development. It covers:

- Measures to encourage new residents to walk and cycle.
- Measures to encourage the use of public transport.
- Measures to encourage future residents to travel sustainably including car sharing.
- Information provision.
- A Travel Plan Information Pack.

7.2.1.1 The measures aim to achieve the objectives set out in this TP.

### 7.3 Site Layout and Infrastructure Measures

- **Footpath 101 Contribution** – A contribution of £55,913.98 to be used towards surfacing improvements to public footpath 101.
- **Sustainable Transport Measures Contributions – comprising:**
  - A contribution of £143,224.73 to be used towards improvement works at the junction of Pagham Road and Sefter Road and the junction of Pagham Road and Lower Bognor Road
  - A contribution of £40,816 towards the upgrading of public rights of way 100, 106 and 104 to enable the creation of an off-road cycle route.
- **Whyke Hill Junction Contribution** – A contribution of £340,000 to be paid to Highways England pursuant to the Whyke Hill Junction Contribution Agreement for improvement of the A27 Whyke Hill junction.
- **Providing a mixed-use scheme** which promotes sustainable travel movements within the site. The development includes the following:
  - 1FE primary school (with sufficient space to ensure that it is expandable to 2FE) provision to enable trips for education to be fulfilled on site;
  - A Local Centre, land for a scout hut and allotments enabling residents to fulfil trips for leisure and personal business purposes on-site;
  - Safeguarding of land to help link the site to the Pagham Harbour Cycle Route;
  - A care home to enable trips to care facilities to be fulfilled on site; and
  - Public open space enabling trips for leisure purposes to be fulfilled on site.

- **Provide Electric Vehicle (EV)** charging points for the residential dwellings as well as open-access EV charge points in communal parking areas.
- **Provide safe and secure cycle parking** on-site for all proposed land uses to help encourage trips by bicycle.
- **Providing high speed broadband connections** to reduce the need to travel to/from the development.

## 7.4 Soft Measures

7.4.1 To support the TP objectives, the 'soft' TP measures cover:

- Measures to encourage walking and cycling.
- Measures to encourage the use of public transport.
- Measures to encourage car sharing.

Marketing and promotion of the TP, including Travel Information Pack.

### Walking Measures

7.4.2 Walking is one of the most sustainable modes of transportation, offering numerous health benefits and plays a crucial role in daily life for most people, including those who rely on public transit. For many, it's an essential complement to other transportation methods, enhancing convenience and reducing overall reliance on vehicles.

7.4.3 Walking is to be encouraged through the following measures:

- Information on local walking routes between the site and key local facilities and services, local public rights of way as well as locations of transport connections. These can be provided within the Travel Information Pack.
- Promoting the health and other benefits of walking.

### Cycling Measures

7.4.4 Cycling is an environmentally friendly and highly encouraged method of transport. To support cycling the following measures are proposed:

- Access to up-to date cycle maps, NCN routes, and provide links to cycle mapping.
- Promoting the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week and Bike2Work days.
- Providing secure cycle storage for all dwellings

---

### **Promotion of Public Transport**

7.4.5 The promotion of public transport is imperative to reducing car dependency, as well as being a fundamental aspect of the Governments sustainable transport strategy. The site is located adjacent to good quality local bus services that provide connections to rail services and key destinations, therefore travel by public transport is encouraged, supported and facilitated by:

- Provision of timetable information for local bus and rail services

### **Car Sharing**

7.4.6 Car sharing will be promoted on the site to reduce the reliance on single occupancy car journeys where journeys via active travel and public transport modes are not viable. Car sharing is encouraged by:

- Promoting car sharing, and the County Council's car sharing website: [West Sussex Car Share community - part of the Liftshare network](#)

### **Marketing**

7.4.7 To improve the success of this TP, marketing tools will be used to improve the awareness. The following method will be used:

- Travel Information Pack: A travel information pack will be issued to all residents upon completion of their property. The pack will contain details of public transport routes and timetable information, together with cycle and walking route maps. The Travel Information Pack will be updated annually, or when there is a material change in bus / rail timetables. The pack will be available in both hard copy and electronic (PDF) formats. An example 'Travel Plan Pack' is presented at Appendix C.

### **Promotion**

7.4.8 The promotion of the TP will be the responsibility of the development sales staff which will be key to its success. This will include:

- Promoting the health, financial, and environmental benefits of sustainable travel.
- Making electronic copies of the TP available to all residents to ensure that people are fully aware of the objectives of the TP and of the full range of measures proposed.

---

## SECTION 8      Monitoring and Review

### 8.1      Overview

- 8.1.1.1 The TP is a continuous process requiring monitoring, review and revision to ensure it remains relevant. This section of the TP sets out the strategy for monitoring and review over a five-year period from first occupation.

### 8.2      Monitoring

- 8.2.1 The TPC will arrange three multi-modal questionnaires at the end of Years 1, 3 and 5. The questionnaire will include questions related to car ownership as well as car usage together with the wider travel habits of residents by active and sustainable transport modes. To incentivise completion of the travel questionnaires, a £25 incentive will be available to each dwelling that completes the questionnaire.
- 8.2.2 The follow-up travel surveys Years 3 and 5 will be undertaken in a 'neutral' month (April, May, June, September, or October – avoiding school holidays). The site wide Travel Plan Coordinator will ensure that the questionnaires are undertaken on the same day across the site as appropriate. The monitoring report in the first year will be used to report refined mode split data and mode shift targets. The report in the third and fifth years will report progress against refined targets.
- 8.2.3 The TPC will monitor and review the progress and success of the TP and seek to make all residents aware of the progress made and the effectiveness of the sustainable travel solutions. Communal notice boards will assist in informing residents of any new measures and/or changes to local public transport and aid understanding of how the TP is operating.
- 8.2.4 An example 'questionnaire' is presented at Appendix D.

### 8.3      Remedial Measures

- 8.3.1 The effectiveness of the various measures within a TP in meeting the stated objectives cannot always be predicted accurately. Additionally, changes in outside influences, such as public transport accessibility or technology can happen over time. Therefore, a periodic review of the TP is necessary in order to ensure that the measures/targets are adjusted where necessary.

- 8.3.2 Should targets not have been met, then the travel strategy of the site will be reviewed and more realistic targets established in collaboration with WSCC. These may entail the need for further promotion of sustainable travel opportunities, greater engagement with bus operators, or a further consideration of cycle provision/encouragement of cycling, until targets are met, or alternative objectives are agreed between all parties.

## 8.4 **Funding**

- 8.4.1 The Travel Plan is secured through the Planning Condition. The developer will fund:

- The implementation of the measures outlined in Section 7;
- The monitoring surveys;
- The site-wide/occupier specific TPC role; and
- West Sussex County Council approval and monitoring fees.

## 8.5 **Delivery and Enforcement**

- 8.5.1 The implementation of the TP is secured in condition 26 of the planning permission. This provides an enforcement mechanism for ADC / WSCC to ensure the successful delivery of the agreed measures and actions in the TP.
- 8.5.2 An annual TP budget will be provided for the development to fund the measures, as well as the cost of monitoring and implementation.

## SECTION 9 Action Plan

9.1.1 The TP has identified a range of non-infrastructure / 'soft' and infrastructure / 'hard' measures aimed at influencing modal choice for travel to/from the Proposed Development. The action plan is summarised in **Table 9.1** below.

**Table 9.1: Action Plan**

| Measure                           | Timescale                                                                                                                                                           | Responsibility           |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Travel Plan Co-ordinator          | Appointed prior to first occupation and maintained for a 5-year period                                                                                              | Developer                |
| Infrastructure Measures           | Delivered with development including improved connections to the local area, as well as contributions to enable WSCC to improve local facilities and rights of way. | Developer and WSCC       |
| Internet provision                | Ensure that the site is ready to support internet access, which will enable residents to access media and online retailers without the need to travel               | Developer                |
| Travel Information Pack / Leaflet | Prior to first occupation of each unit                                                                                                                              | Travel Plan Co-ordinator |
| Noticeboard                       | Available prior to occupation.<br>Post travel related information on to noticeboards in communal areas                                                              | Travel Plan Co-ordinator |
| Multi-Modal surveys               | On years1, 3 and 5                                                                                                                                                  | Travel Plan Co-ordinator |
| Walking Maps                      | Within resident's travel information packs                                                                                                                          | Travel Plan Co-ordinator |
| Bus stop-specific timetables      | Within resident's travel information packs                                                                                                                          | Travel Plan Co-ordinator |
| Car sharing                       | Publicise and promote the journey matching service, West Sussex Car Share                                                                                           | Travel Plan Co-ordinator |
| WSCC Monitoring and Evaluation    | Annually for five years                                                                                                                                             | Travel Plan Co-ordinator |

Source: Consultant

---

## FIGURES



Figure 1: Local Amenities Plan

ITB210780

## Key

- Site Boundary
- 800m Catchment
- 1200m Catchment
- Public Rights of Way
- Bus Service 600
- Bus Stops

## Healthcare

- 1 Arthur Griffiths Clinic
- 2 Jordans Pharmacy
- 3 Pagham Dental Surgery

## Education

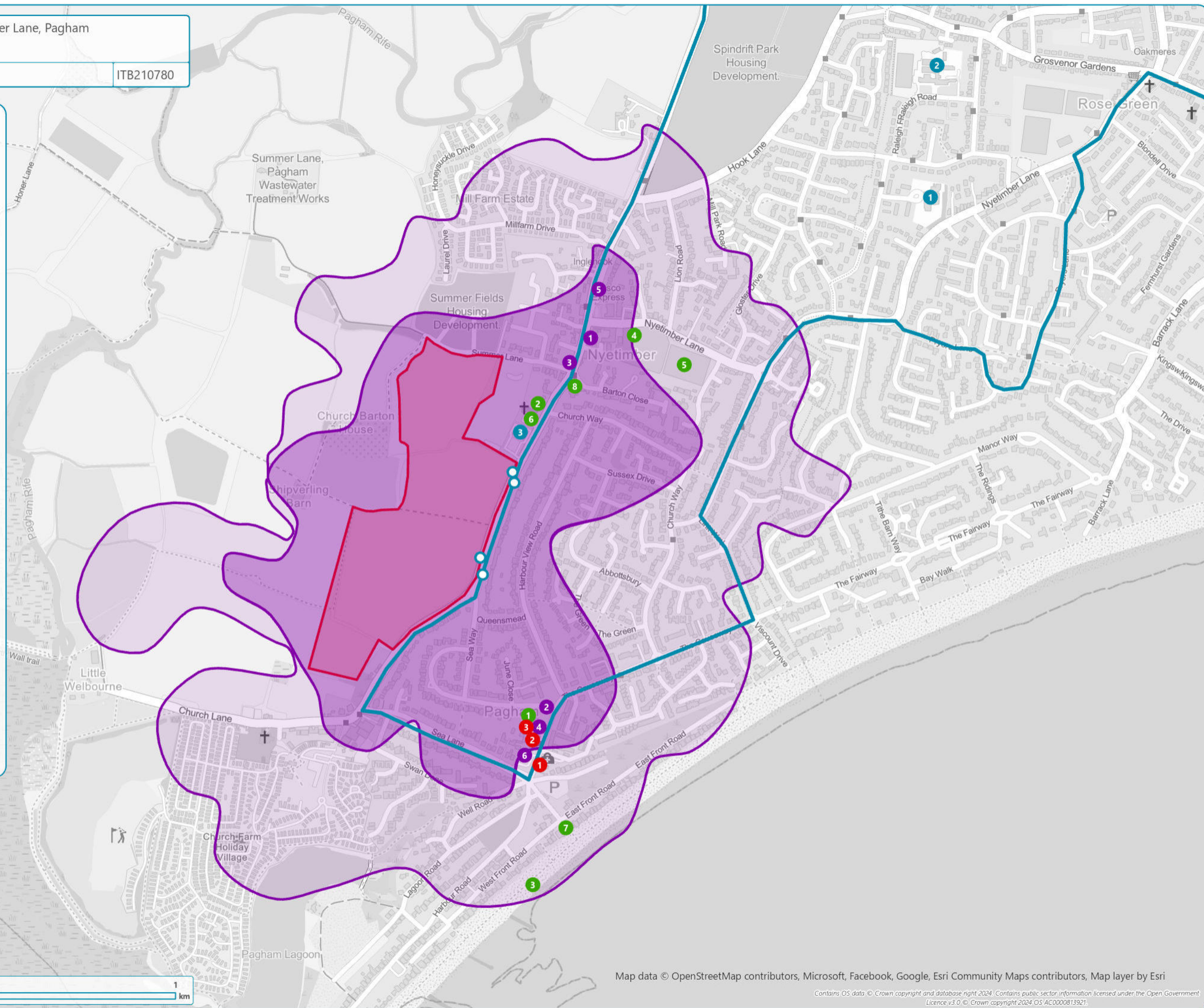
- 1 Rose Green Infant School
- 2 Rose Green Junior School
- 3 The Village Station Pre-School

## Retail

- 1 Jasmine House Takeaway
- 2 Magic Woke Chinese Takeaway
- 3 Nyetimber Stores
- 4 Small Fry Takeaway
- 5 Tesco Express
- 6 The Co-op Food

## Leisure

- 1 A1 Barber Shop
- 2 Nyetimber Short Mat Bowls Club
- 3 Pagham Beach
- 4 Pagham Cricket Club
- 5 Pagham Football Club
- 6 Pagham Village Hall
- 7 Pagham Yacht Club



## **APPENDIX A.**    Approved Site Plan

**Please Note:**  
Drawing to be scaled for planning purposes only, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.  
Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.  
This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.  
Design subject to detail development / approval.  
Measurements and accommodation schedules subject to amendments following coordinated input by others.  
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

- Annotation Key**
1. Access into adjacent SANG
  2. Material change in shared surface to denote path
  3. Naturalistic hedge/tree planting to boundary
  4. Crossings over existing ditch
  5. Fenced land available for allotments
  6. Off-road dog walking area
  7. Pedestrian link over SUDS
  8. Community Orchard
- Position of Existing Tree
- Illustrative planting - refer to Landscape Architect's drawings for proposed landscape scheme
- 3m x 5m parking spaces for use by the allotments

**Further design information:**  
Please note that all landscaping shown is indicative. Refer to Landscape Architect's drawings for final design.



|   |                                                    |          |        |
|---|----------------------------------------------------|----------|--------|
| T | Amended to highways' comments                      | 15.11.23 | VP/BM  |
| S | Amended to client's comments                       | 13.10.23 | VP/HJE |
| R | Gardens amended, back-to-side distances increased. | 19.09.12 | VP/HJE |
| Q | Allotment parking increased                        | 15.09.23 | VP/HJE |
| P | Amended to highways' comments                      | 28.07.23 | VP/HJE |
| N | Amended to increase allotment provisions           | 19.07.23 | DY/VP  |
| M | Amended to case officer's comments                 | 03.07.23 | VP/HJE |
| L | Amended to case officer's comments                 | 23.06.23 | VP/HJE |
| K | Amended to case officer's comments                 | 16.06.23 | VP/HJE |
| J | Amended to client's comments                       | 15.06.23 | VP/HJE |
| H | Additional parking to northern parcel              | 19.01.23 | DY/HJE |
| G | Reissued for client                                | 14.11.22 | VP/HJE |
| F | Amended to client comments                         | 16.09.22 | DY/HJE |

| Rev. | Description | DATE | DB / CB |
|------|-------------|------|---------|
|------|-------------|------|---------|

Date Nov '21  
Drawn By/Checked By VP / HJE  
Scale 1:1250 at A1

**Revision** T

**Project** Land West of Pagham Road  
**Pagham**

**Title** Site Plan

**Dwg#** 21.129.02

**Status** Planning

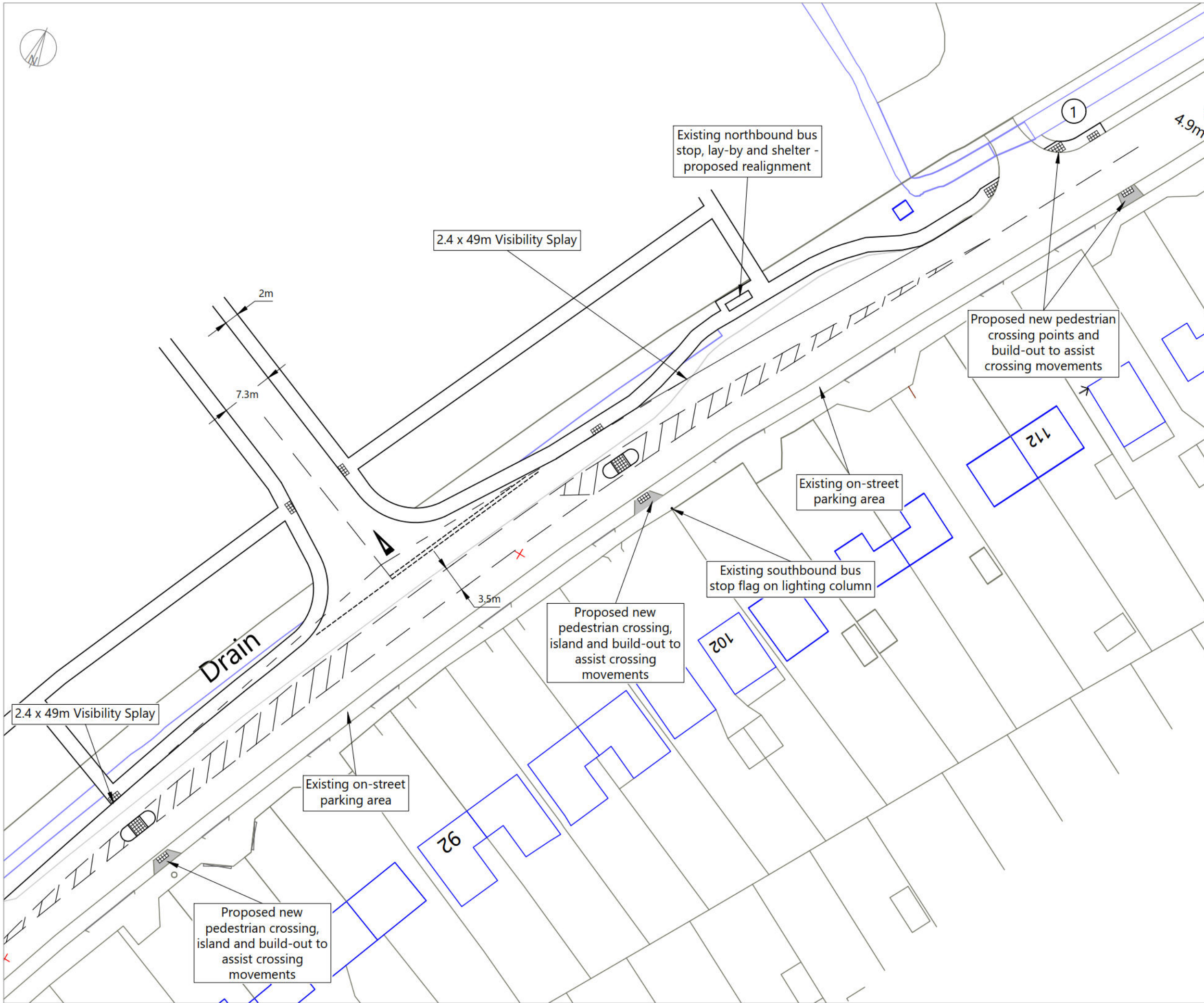
**hgp**  
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www.hgp-architects.co.uk

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Unit 1, Station Industrial Park  
Duncan Road, Park Gate  
S031 1B

PAGHAM HOMES

## **APPENDIX B.**    Approved Access Junctions



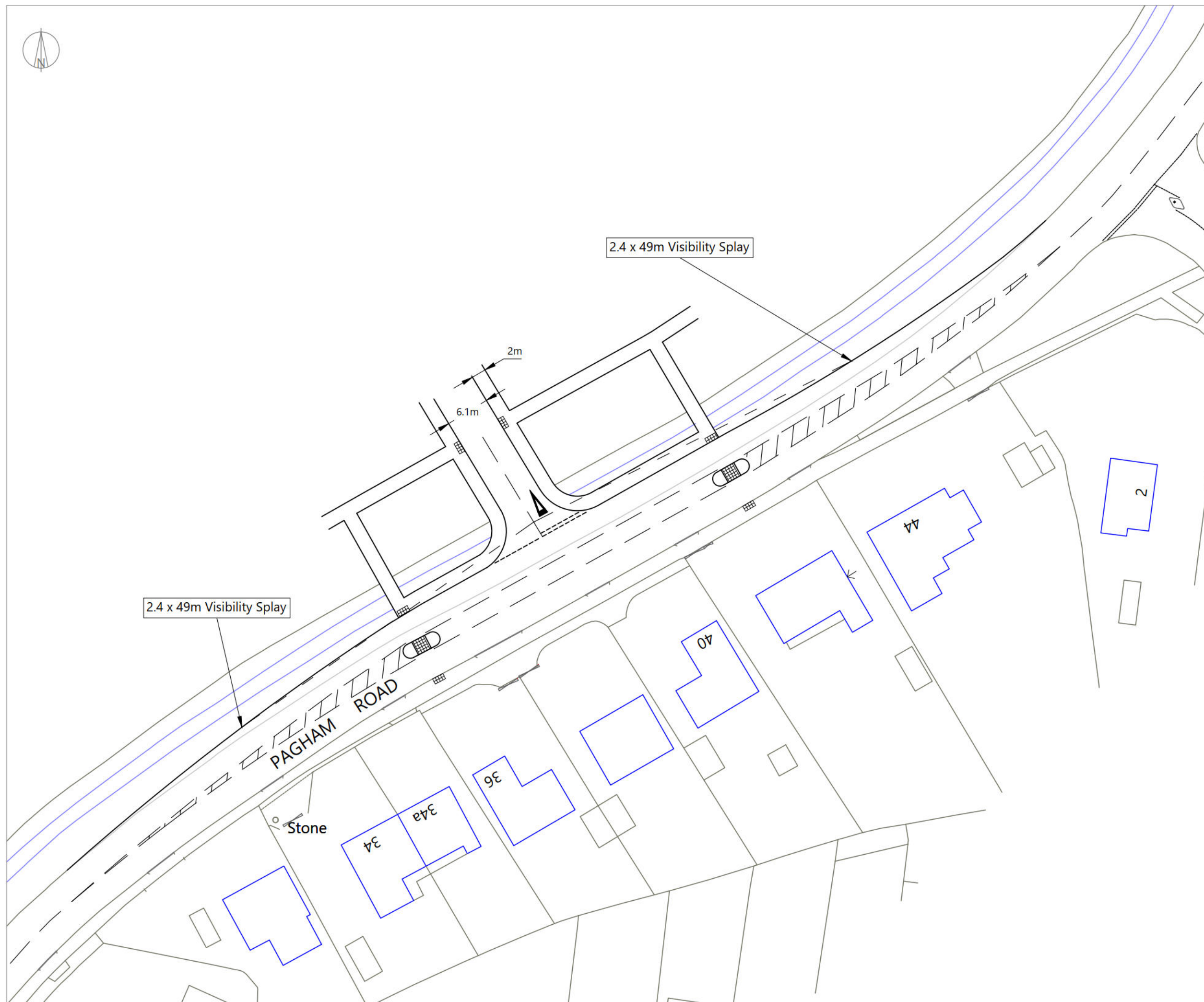
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KEY:  
1. No dig construction to be used for footway extension at Village Hall access to protect tree roots.

|       |                                                            |          |
|-------|------------------------------------------------------------|----------|
| L     | Removal of duplicate annotation                            | 10/07/17 |
| K     | Update to pedestrian crossings to north                    | 07/04/17 |
| J     | Addition of driveways                                      | 10/03/17 |
| H     | Addition of footway at bellmouth                           | 09/02/17 |
| G     | Pedestrian refuges widened                                 | 31/01/17 |
| F     | Review further to Public Consultation                      | 09/11/16 |
| E     | Review further to RSA1                                     | 10/08/16 |
| D     | Modification to visibility splays based on measured speeds | 28/06/16 |
| C     | Addition of southbound bus stop location                   | 13/06/16 |
| B     | Visibility Splays                                          | 12/06/16 |
| A     | Extension of proposed footway along site frontage          | 10/06/16 |
| ISSUE | REASON FOR REVISION                                        | DATE     |

|                                             |                              |                             |
|---------------------------------------------|------------------------------|-----------------------------|
| PROJECT:<br><b>PAGHAM SOUTH,<br/>PAGHAM</b> |                              |                             |
| CLIENT:<br><b>HANBURY PM Ltd</b>            |                              |                             |
| PROJECT REFERENCE:<br><b>1616</b>           | DRAWING NUMBER:<br><b>01</b> | SCALE:<br><b>1:500 @ A3</b> |

|                                                                                                                                                                                                                                                           |                        |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| <b>HighgateTransportation</b><br><a href="http://www.highgatetransportation.co.uk">www.highgatetransportation.co.uk</a><br>Box 13, 42 Triangle West<br>Park Street, Bristol BS8 1ES<br>07973 375 937 / 07595 892 217<br>© Highgate Transportation Limited |                        |                       |
| TITLE:<br><b>PROPOSED NORTHERN SITE<br/>ACCESS</b>                                                                                                                                                                                                        |                        |                       |
| DATE:<br><b>08/06/16</b>                                                                                                                                                                                                                                  | DRAWN BY:<br><b>FB</b> | CHECKED:<br><b>DT</b> |



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|       |                                                            |          |
|-------|------------------------------------------------------------|----------|
| K     | Updated visibility splay                                   | 22/09/17 |
| J     | Addition of driveways                                      | 10/03/17 |
| H     | Ghost right turn lane removed                              | 09/02/17 |
| G     | Pedestrian refuges widened                                 | 31/01/17 |
| F     | Review further to Public Consultation                      | 09/11/16 |
| E     | Review further to RSA1                                     | 10/08/16 |
| D     | Dimension addition                                         | 21/07/16 |
| C     | Modification to visibility splays based on measured speeds | 28/06/16 |
| B     | Visibility Splays                                          | 12/06/16 |
| A     | Extension of proposed footway along site frontage          | 10/06/16 |
| ISSUE | REASON FOR REVISION                                        | DATE     |

|                                             |                              |                             |
|---------------------------------------------|------------------------------|-----------------------------|
| PROJECT:<br><b>PAGHAM SOUTH,<br/>PAGHAM</b> |                              |                             |
| CLIENT:<br><b>HANBURY PM Ltd</b>            |                              |                             |
| PROJECT REFERENCE:<br><b>1616</b>           | DRAWING NUMBER:<br><b>02</b> | SCALE:<br><b>1:500 @ A3</b> |

|                                                                                                                                                                                                                                                            |                        |                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| Highgate <i>Transportation</i><br><a href="http://www.highgatetransportation.co.uk">www.highgatetransportation.co.uk</a><br>Box 13, 42 Triangle West<br>Park Street, Bristol BS8 1ES<br>07973 375 937 / 07595 892 217<br>© Highgate Transportation Limited |                        |                       |
| TITLE:<br><b>PROPOSED SITE ACCESS -<br/>SOUTH OF SEA WAY</b>                                                                                                                                                                                               |                        |                       |
| DATE:<br><b>08/06/16</b>                                                                                                                                                                                                                                   | DRAWN BY:<br><b>FB</b> | CHECKED:<br><b>DT</b> |

## **APPENDIX C.**      Example 'Travel Plan Pack'



# St Peter's Quarter, Chertsey

## Travel Plan Pack



## Welcome to your Travel Plan Pack

Here you will find information on how to take up more sustainable travel opportunities within your development and within the local area.

As part of St Peter's, travel choices and destinations have been reviewed and are set out to help encourage you to increase the level of sustainable travel, as well as minimising the impact of development traffic on local roads and the environment. By promoting and monitoring the type of travel and the choices available for residents, the Travel Plan will look to:

- Increase awareness of the advantages and availability of sustainable / active modes of transport
- To promote health and fitness benefits of active travel to all users
- To introduce a package of physical and management measures that will facilitate travel by sustainable modes
- To reduce unnecessary use of the car for journeys to and from the development by residents

As well as your Travel Plan pack you also have your own dedicated Travel Plan website which provides further information on sustainable travel. Please visit: [www.cala-thames-travel-plans.co.uk](http://www.cala-thames-travel-plans.co.uk).

If you have any questions or you need to get in touch please contact your Travel Plan Coordinator via the following email address: [REDACTED]

# Your Development

St Peter's Quarter is located to the south west of Chertsey. Located adjacent to St Peter's Hospital, the development will add a total of 212 new homes to the local community. With local facilities and services available in both Chertsey and Addlestone as well as other leisure facilities such as Thorpe Park, there are a plenty of different options to explore.



A full local area plan including walking and cycling routes, bus stop locations, schools, shops and leisure facilities can be found within this Travel Plan Pack.

# Your Local Area

St Peter's Quarter is located to the south west of Chertsey which is located a 35 minute walk and a 10 minute cycle ride.

Chertsey has a range of retail, leisure, education and employment opportunities which you have access to as well other nearby destinations in Addlestone to the east and Ottershaw to the south.

For more information on other leisure locations including Thorpe Park, please visit:

[www.cala-thames-travel-plans.co.uk](http://www.cala-thames-travel-plans.co.uk).



## Walking and Cycling

There are key routes to and from your development including:

- A shared footway / cycleway on the eastern side of Guildford Road providing a route towards Chertsey to the north
- A shared footway / cycleway to the south on the western side of Guildford Road with much of the route sat behind the carriageway towards Ottershaw. This route forms parts of the Surrey Cycle Way and National Cycle Route 223
- National Cycle Route 4 can also be accessed via route 223 in the centre of Chertsey. This is a long network route which provides access to London and Fishguard via Reading, Bath and Bristol

## Cycle Servicing and Hiring

### Bike Doctor

Established in 2017 the Bike Doctor (Surrey) was set up to bring high quality bike repair services across Surrey with hassle free collection and delivery. With both services and upgrades, get in touch with the team to find out more!

Website: [www.bikedoctorsurrey.com](http://www.bikedoctorsurrey.com)

### Purple Bike Shed

Operating across Hampshire, Berkshire and Surrey, Purple Bike Shed will repair and service mountain bikes, road bikes as well as also being tandem specialists. Able to visit and work on site at either your home or place of work it provides a great opportunity to get you back on the road. Or they can take your bike back to their workshop and return it back for when it suits you.

Website: [www.purplebikeshed.com](http://www.purplebikeshed.com)

## Useful Apps



Map my Walk



Map my Ride



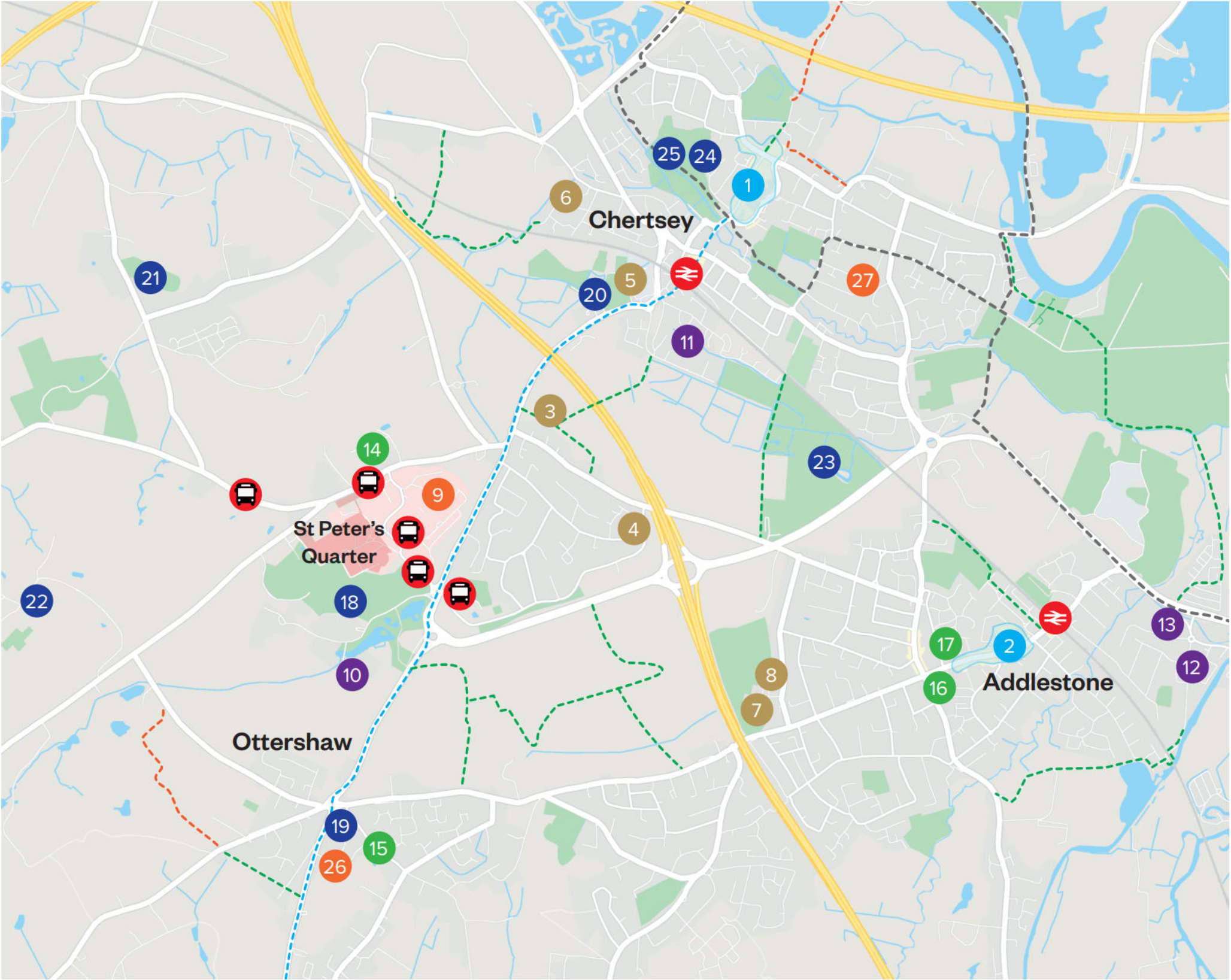
Strava

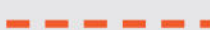


AllTrails

# St Peter's Quarter Local Area Plan

| Location/Facility                                                                                                            | Time (mins) |       |
|------------------------------------------------------------------------------------------------------------------------------|-------------|-------|
|                                                                                                                              | Walk        | Cycle |
|  Chertsey Railway Station                   | 27          | 9     |
|  Addlestone Railway Station                 | 50          | 16    |
|  Chertsey Town Centre                       | 35          | 11    |
|  Addlestone Town Centre                     | 50          | 16    |
|  Salesian School                            | 14          | 5     |
|  Meadowcroft Community Infant School        | 21          | 7     |
|  Sir William Perkin's School                | 25          | 8     |
|  Cherstey Nursery School                    | 35          | 11    |
|  Jubilee High School                        | 39          | 12    |
|  St Paul's Church of England Primary School | 39          | 12    |
|  St Peter's Hospital                        | 1           | 0     |
|  Hillwood Business Park                    | 11          | 3     |
|  Hanworth Lane Business Park              | 29          | 9     |
|  Weybridge Business Park                  | 61          | 19    |
|  Bourne Business Park                     | 62          | 20    |
|  Squires Garden Centre                    | 7           | 2     |
|  Londis                                   | 20          | 6     |
|  Waitrose                                 | 43          | 14    |
|  Tesco Extra                              | 46          | 15    |
|  Homewood Park                            | 4           | 1     |
|  Miller and Carter Restaurant             | 20          | 6     |
|  Chertsey Recreation Ground               | 25          | 8     |
|  The Royal Marine Pub                     | 26          | 8     |
|  Foxhills Country Club and Golf Club      | 29          | 9     |
|  Abbey Moor Golf Club                     | 30          | 9     |
|  Chertsey Town FC                         | 42          | 13    |
|  Chertsey Cricket Club                    | 44          | 14    |
|  Ottershaw Dental Practice                | 20          | 6     |
|  Chertsey Health Centre                   | 43          | 14    |



-  Public Footpath
-  Bridleway
-  National Cycle Route 223
-  National Cycle Route 4
-  Bus Stop

## Car Club

Car Clubs play an important role in future sustainable transport where in England each Car Club vehicle displaces 9 private cars. Car Clubs allow you to book a dedicated vehicle, drive it to the destination you require and then return it back to the same parking space. Car Club vehicles are available 24/7, 365 days of the year and you only pay for the time and distance travelled!

### St Peter's Car Club Coming Soon!

As part of St Peter's Quarter, a Car Club vehicle will be provided and will be available to all residents! We'll let you know when your Car Club vehicle arrives, where your Car Club will be located within St Peter's and how it will work.

## Car Sharing

Around 2.5 million people share their commutes to work every year in the UK. This removes 1.25 million cars from roads and saves around 1.25 million tonnes of CO2 per year. Car sharing is a great way to reduce the amount of solo car trips on our roads not only for work trips but for all trips.

Other benefits include:

- Reduce the need for parking
- Meet new people in your community
- Save on average £1,000 per year
- Reduce the stress of driving

For information on Car Sharing initiatives visit our Travel Plan website for links to:

- Surrey Liftshare
- Liftshare – download the app today!
- GoCarShare
- BlaBlaCar – download the app today!



# Public Transport

## Bus Travel

St Peter's Quarter is located nearby to a number of bus stops on Holloway Hill and Guildford Road. From Holloway Hill, bus service 593 is available which provides access to a Monday service to Woking.

The main bus stops which will serve your development are located on Guildford Road at the St Peter's Hospital entrance. From here you have the opportunity to travel on services including:

- 446 White Bus (Monday to Sunday) – Staines to Woking
- 461 Falcon Buses (Monday to Saturday) – St Peter's Hospital – Weybridge – Kingston upon Thames
- 557 Diamond Bus (Monday to Saturday) – Addlestone – Shepperton – Sunbury

For more information on the timetables and the bus passes available please visit our Travel Plan website where you will find links to each of these services.

## Rail Travel

Chertsey Railway Station is your closest station and is located to the north east of the development. At this station there are 16 cycle spaces and a 19 space car park. From Chertsey there are opportunities to travel to Weybridge, Staines, Vauxhall and London Waterloo.

For timetable information and live updates for services from Chertsey please visit [www.southwesternrailway.com](http://www.southwesternrailway.com).

### National Railcard

National Railcards provide an opportunity to save up to a 1/3 off rail travel, with an annual average saving of £142 per year! There are a number of railcards available to purchase. Take a look on the Travel Plan website or visit [www.railcard.co.uk](http://www.railcard.co.uk).

## Taxi Services

Taxi services are also available locally and play a role in your local public transport. Local taxi companies include:

### A&C Cars

[www.aandccars.co.uk](http://www.aandccars.co.uk)



### MiniCabIt

Compare and retrieve taxi quotes for your journey. Either download the app or visit their website: [www.minicabit.com](http://www.minicabit.com)

### All Chertsey Cars

[www.allchertseycars.co.uk](http://www.allchertseycars.co.uk)

### Chertsey Taxis

[www.chertseytaxis.co.uk](http://www.chertseytaxis.co.uk)



## Useful Apps



Bus Checker



White Bus



Falcon Buses



Diamond Buses



The Trainline



National Rail

# School Travel

## Sir William Perkins's School

A shared footway / cycleway is provided along the entirety of Guildford Road providing a direct connection to the school. An alternative route is also available via Holloway Hill connecting to Guildford Road.

## Salesian School

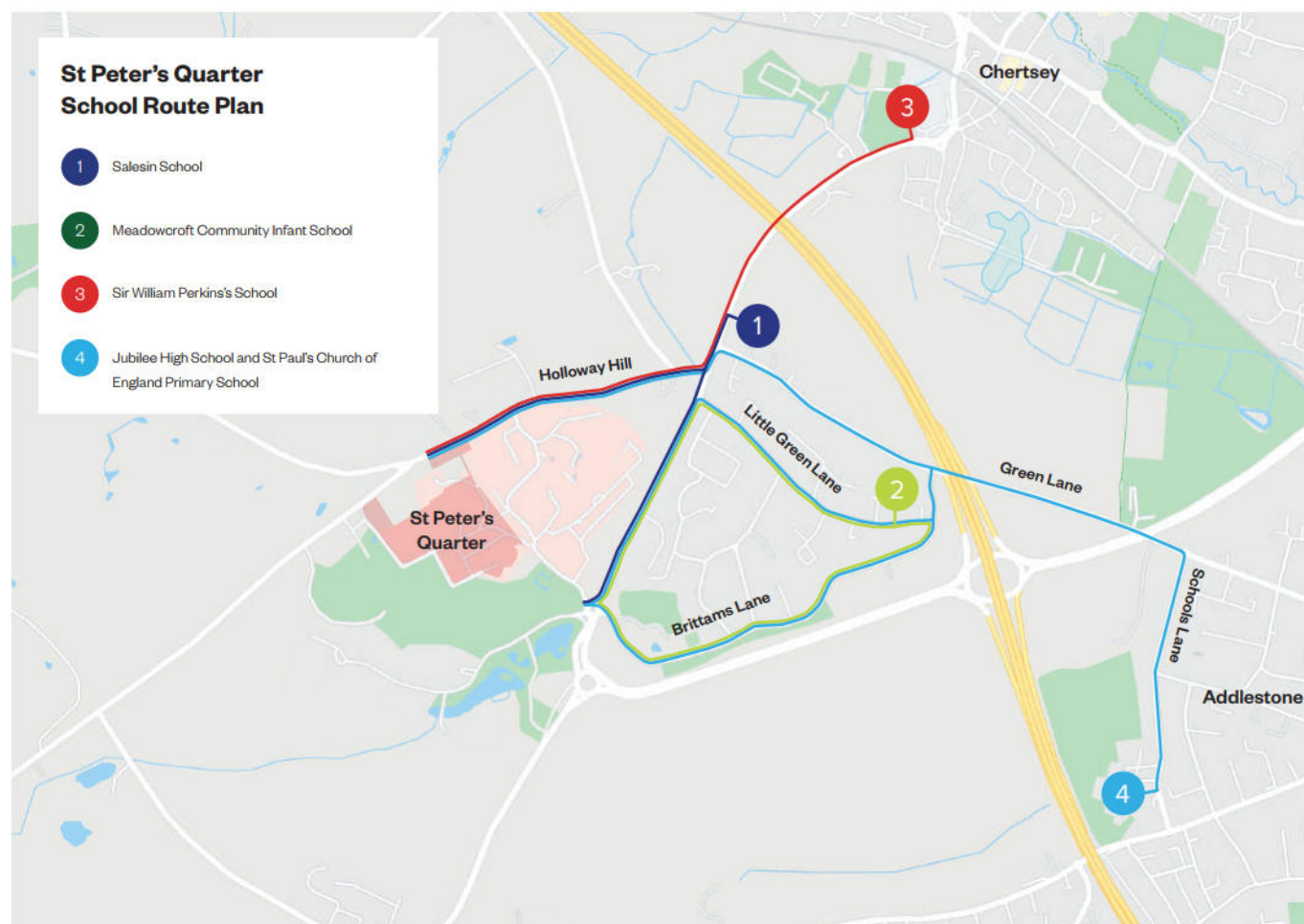
Accessed directly off Guildford Road to the north east, access to this school is straight forward by both walking and cycling via the shared footway and cycleway on Guildford Road. An alternative route is also available via Holloway Hill connecting to Guildford Road.

## Meadowcroft Community Infant School

Located to the east of the development in the built up residential area on Little Green Lane, this school has a couple of routes available. With a journey time of just over 20 minutes you can either walk via Bittams Lane where there is a footway on the northern side or via Little Green Lane where footways are provided on both sides.

## Jubilee High School and St Paul's Church of England Primary School

With both schools located next to each other on School Lane, access to these schools is possible via Bittams Lane from Guildford Road or Green Lane or Little Green Lane from either Guildford Road or Holloway Hill. A shared footway / cycleway is available on Green Lane providing a direct route for both those walking and cycling to school. The shared route finishes once arriving at the junction with School Lane but footways are provided on either side.



## What's Next?

As part of the planning application for the development, a Travel Plan document was prepared which sets out the objectives and benefits of sustainable travel and the overall scheme. This document also sets out the targets and measures which the development will look to achieve over a 5 year monitoring period.

Monitoring will be in the form of questionnaire surveys and multi-modal surveys throughout the monitoring period. These surveys will determine the level of different forms of travel undertaken by residents and will help understand any barriers to particular types of travel. The results from these monitoring surveys will be reviewed and monitoring reports will be produced to understand the effectiveness of the Travel Plan which allow for any changes to be made.

The results of the surveys and the monitoring reports will be uploaded to the Travel Plan website.

## Get in Touch

For more information about your travel choices at St Peter's Quarter please visit your dedicated Travel Plan website: [www.cala-thames-travel-plans.co.uk](http://www.cala-thames-travel-plans.co.uk).

If you have any questions or comments about your Travel Plan pack please get in touch with your Travel Plan Coordinator at: [REDACTED]



## **APPENDIX D.**     Example 'Questionnaire'

# Questionnaire Survey (Template)

Questions to be reviewed and agreed with LHA at time of survey. All questionnaires will be undertaken online (unless requested). The questions below are potential questions which could be included as part of the survey and will be used as a starting point.

## Background

1. Are you a resident of [insert development name]?
2. Please enter your (home) postcode.
3. Please select your age group
  - Under 18
  - 18-34
  - 35-44
  - 45-60
  - 60+
4. How many people live in your household?
  - 1
  - 2
  - 3
  - 4
  - 5+
5. How many cars do you have in your household?
  - 0
  - 1
  - 2
  - 3
  - 4+
6. If your household has a car (or multiple), how many are electric or low carbon vehicles?
  - 0
  - 1
  - 2
  - 3
  - 4+

7. How many bicycles do you have in your household?

- 0
- 1
- 2
- 3
- 4+

8. Do you have a disability which affects you or a member of your households travel arrangements?

## Employment & Travel

9. Are you currently employed?

- Yes
- No

10. What is your place of work postcode?

11. How often do you work?

- 1-2 days
- 3-4 days
- Full Time
- Shift Work
- Other

12. Do you work from home?

- No
- 1-2 days
- 3-4 days
- Full Time

13. If you travel to your place of work, what mode of transport do you predominately use?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorcycle
- Car (travelling by yourself)
- Car (travelling with someone else)

14. If you do travel to work, how far do you usually travel?

- Up to 1 mile?
- 1-3 miles
- 3-10 miles
- 10-20 miles
- Over 20 miles

15. Are there any aspects of your job that require you to use a car / vehicle?

- None
- Attendance at meeting
- Visit site / clients
- Other

16. Do you use any alternative modes of transport to travel to work?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorbike
- Car (travelling by yourself)
- Car share (travelling with someone else)

## Travelling

17. During the morning peak hour (8am - 9am) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

18. During the evening peak hour (5pm - 6pm) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

19. What is your typical mode of travel to the type of destinations listed below in an average week? Please choose the ones which are applicable.

|           | Walking | Cycling | Bus | Train | Car | Car Sharing | Other |
|-----------|---------|---------|-----|-------|-----|-------------|-------|
| Commuting |         |         |     |       |     |             |       |
| Leisure   |         |         |     |       |     |             |       |
| Retail    |         |         |     |       |     |             |       |
| Education |         |         |     |       |     |             |       |

20. If you were to consider changing your main mode of travel, which mode would you be most likely to change to?

|                  | Walking | Cycling | Bus | Train | Car | Car Sharing | Other |
|------------------|---------|---------|-----|-------|-----|-------------|-------|
| <b>Commuting</b> |         |         |     |       |     |             |       |
| <b>Leisure</b>   |         |         |     |       |     |             |       |
| <b>Retail</b>    |         |         |     |       |     |             |       |
| <b>Education</b> |         |         |     |       |     |             |       |

21. Based on your answers for the above question, what would encourage you to take up these modes of travel?

## Changing Travel Behaviours

22. Are there any improvements or incentives which would encourage you to walk or cycle more?
23. Are there any improvements or incentives which would encourage you to use public transport (train or bus)?
24. Are you aware of the Travel Plan which is part of Buckler's Park?
- Yes
  - No
25. Are you aware of the Travel Plan website which provides information on your local area, public transport, walking, cycling and other information?
26. Are there any improvements to the website, or further information which would be helpful in understanding about sustainable travel?

